

supplementary reports

MTC has published several supplementary reports in conjunction with the *Transportation 2030 Plan*. These include an *Environmental Impact Report*, a *Project Notebook*, and other topic-specific reports listed here. These reports are available in the MTC-ABAG Library. The reports also can be ordered via e-mail at library@mtc.ca.gov, or by contacting the MTC-ABAG Library via fax at (510) 464-7852 or by phone at (510) 464-7836.

Environmental Impact Report for the Transportation 2030 Plan

MTC (February 2005)

An Environmental Impact Report (EIR) for the Transportation 2030 Plan has been prepared pursuant to the California Environmental Quality Act (CEQA) statutes. As a program EIR document, this EIR presents a regionwide assessment of potential impacts of the Transportation 2030 Plan. It does not evaluate the site-specific impacts of individual projects, which will be analyzed in subsequent EIRs performed by project sponsors.

Areas of evaluation include: transportation; air quality; land use, housing and social environment; energy; geology and seismicity; noise; and biological, water, visual, and cultural resources. The potential impacts that the Transportation 2030 Plan would have on these areas and measures to mitigate the potential impacts are identified. A reasonable range of alternatives to the Transportation 2030 Plan is considered, and an environmentally superior alternative among the alternatives analyzed is identified.

The Draft EIR was released for a 56-day public review period on November 12, 2004. The Commission certified the Final EIR on February 23, 2005.

Transportation Air Quality Conformity Analysis

MTC (February 2005)

The Transportation Air Quality Conformity Analysis is a conformity assessment of the Transportation 2030 Plan, and is also Amendment #05-05 to the 2005 Transportation Improvement Program. The Conformity Analysis is prepared in accordance with the Environmental Protection Agency's (EPA) air quality regulations issued August 1997 and with the Bay Area Air Quality Conformity Procedures adopted June 1998 (MTC Resolution 3075) and submitted to EPA for approval and incorporation into the State Implementation Plan.

Project Notebook

MTC (March 2005)

The purpose of the Project Notebook is to provide additional, detailed technical information on Transportation 2030 investments for staff at MTC and its partner agencies, as well as other interested organizations and individuals. The Project Notebook covers the transit operating and capital shortfalls, local streets and roads shortfalls, and MTC's Regional Operations Programs; and provides project-level details on the transportation projects and programs included as "new commitments" in the Transportation 2030 Plan.

Public Outreach and Involvement Program — Phase 1 Summary Report

MTC (January 2004)

Public Outreach and Involvement Program — Phase 2 Summary Report

MTC (November 2004)

Public Outreach and Involvement Program — Phase 3 Summary Report

MTC (January 2005)

The extensive public involvement component of the Transportation 2030 Plan was conducted in three phases over a period of 20 months. The effort builds on the values, needs and priorities MTC heard from the public during the 12-month 2001 Regional Transportation Plan (RTP) public outreach effort.

MTC, in cooperation with the congestion management agencies in each county, set the following goals for outreach and public involvement for the Transportation 2030 Plan development process: high-quality input and participation; diversity; education; reach; accessibility; impact; and participant satisfaction.

The *Public Outreach and Involvement Program — Phase 1 Summary Report*, published in January 2004, documents activities from June 2003 through December 2003, when the Commission set the parameters for regional priorities and local investment decisions. In this first phase, MTC used five primary methods to engage the public in focused input and discussion.

- A day-long regional summit, attended by more than 450 people, was held in San Francisco to kick off the dialogue on updating the regional transportation plan.

- A telephone poll of 2,700 voters and 900 residents (both voters and non-voters) provided a representative sample of opinion.
- Six focus groups were held around the region to allow more in-depth discussion on major choices and tradeoffs.
- About 30 targeted workshops were held with specific groups and organizations with interests in transportation issues (including eight meetings held in low-income neighborhoods in cooperation with community-based organizations selected through a competitive process).
- Over 530 members of the public participated in an interactive, Internet-based “budget allocation exercise.”

These five methods, in combination with public attendance at Planning and Operations Committee and full Commission meetings, were designed to gather input on regional priorities in a focused, even-handed way that balanced open public input with statistically valid and representative measures.

Phase 2 of the public involvement component — from January 2004 to September 2004 — was used to more fully develop some of the Commission’s December 2003 directives. Some of the spring and summer public involvement activities included:

- Review of the methodology for the Equity Analysis with MTC’s Minority Citizens Advisory Committee (MCAC)

- Task force meetings on the Bicycle/Pedestrian Program, the Transportation/Land-Use Platform and on the Access to Mobility program
- Review of the financial and policy element of the plan with MTC’s Advisory Council (with members from MCAC and the Elderly and Disabled Advisory Committee in attendance)
- A September 2004 “Cost of Mobility” workshop on transportation spending in low-income households
- Workshops and Web outreach hosted by the congestion management agencies in each county

Phase 3 of the public involvement effort began with the November 2004 publication and release of the *Draft Transportation 2030 Plan* and its companion *Draft Environmental Impact Report*. This final phase featured four interactive workshops in November and December, attended by approximately 250 people, and a Web-based survey, with responses from some 800 individuals.

The primary purpose of both the workshops and the Web survey was to get public input on a set of investment strategies included in the *Draft Transportation 2030 Plan*. Of the 14 investment categories included in the draft plan, seven were chosen for consideration at the workshops based on anticipated interest.

Equity Analysis Report

MTC (December 2004)

MTC conducted an Equity Analysis to measure both the benefits and burdens associated with the transportation investment alternatives included in the Transportation 2030 Plan, and to make sure that minority and low-income communities share in the benefits of the transportation network without bearing a disproportionate share of the burdens. Minority and low-income communities are identified as “communities of concern” in the report.

MTC enhanced the 2001 Equity Analysis methodology and reviewed it with MTC’s Minority Citizens Advisory Committee, as well as other stakeholders who attended the meetings. Through travel demand modeling, the equity analysis measured:

- Access and travel time to essential destinations associated with Transportation 2030 alternatives. Essential destinations include jobs, schools, health services, social services and food stores.
- Vehicle miles traveled through minority and low-income neighborhoods associated with Transportation 2030 alternatives. This measurement provided information on hours of travel, hours of delay and emissions associated with this traffic.
- Travel-time and out-of-pocket savings associated with Transportation 2030 alternatives.

Project Performance Evaluation Report

MTC (December 2004)

MTC evaluated over 400 projects and programs considered for inclusion in Transportation 2030. The projects evaluated were proposed by transportation agencies as well as members of the public, who were invited for the first time to submit their project ideas directly to MTC. The evaluation assessed the projects' contributions toward the Transportation 2030 goals. Performance measures included collision reduction, seismic safety, system efficiency and reliability, connectivity and access, contributions to clean air, significance for goods movement, support for Smart Growth policies endorsed by MTC and the Association of Bay Area Governments, and ability to address the transportation needs of disadvantaged communities.

Government-to-Government Consultation With Native American Tribes

MTC (March 2005)

As required by state and federal law, MTC conducted government-to-government consultation with federally recognized tribal governments during preparation of the Transportation 2030 Plan. The consultation began with a meeting in October 2003 hosted jointly by MTC and Caltrans District 4 to open lines of communication with tribal governments with transportation interests in the Bay Area. This report includes materials and notes from this meeting as well as subsequent communications with the federally recognized tribal governments through each phase of the Transportation 2030 Plan development.